

FRONTIER LINE
SAMUEL ST. ANDREWS
depart Tuesdays and Friday
for St. Andrews, Robbinston
Return, leaves Calais Mon-

INTERNATIONAL LINE
AUSTIN AND NORTH STAR
John Mondays and Thursdays
depart at 2.30 p.m., for Lunenburg,
Boston.

LAKE STEAMSHIP LINE
Portland and New York.
Fares and Steerage Prices.

METROPOLITAN LINE
New Boston and New York
12 1/2 Hours
via Cape Cod Canal

WESTERN STANDARD TIME
Manan S. S. Company
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

THE PROBLEM SOLVED

WHAT, die?—and like the soulless dog forget
That I have lived? go out in nothingness,
And lose my very self—so to be less
Than yonder worm! to tread a pathway wet
With tears of love,—then cease to love? and yet
Annihilation's hand who would not bless.

THE EXODUS OF THE LOYALISTS FROM PENOBSCOT AND THE LOYALIST SETTLEMENTS AT PASSAMAQUODDY

(Continued)

Ever since the settlement of St. Andrews, religious services had been conducted by the civil magistrate, who acted as lay reader on Sundays. In November, 1785, the Reverend Samuel Cooke, of Shrewsbury, New Jersey, who had recently been appointed to St. John where he had been removed, visited Campobello, St. Andrews, and Digbyquash. At these places he read prayers, preached, and performed baptisms, and then returned to his own parish. In the following year, the Reverend Samuel Andrews, a graduate of Yale College, who had been rector of St. Paul's Church in Wallingford, Connecticut, came to minister at St. Andrews. He found there a considerable body of people of different nationalities, living in great harmony and devotion, punctual in attending Divine Service, and behaving with propriety and decorum. Sent as a missionary by the Society in London for the Propagation of the Gospel, "Parson" Andrews proved to be a man of liberal and liberal spirit. This was fortunate, for the majority of the people of his new parish were Scotch Presbyterians. Nevertheless, he won the favor of all his congregation comprising all the Protestant elements represented in the town. The first vestry meeting was held, August 2, 1786. In the following April, Mr. Andrews was temporarily incapacitated for his work by a paralytic stroke; and his son, Samuel P. Andrews, was appointed to relieve his father of part of his duty. The missionary's illness did not prevent the taking of prompt measures to erect a church edifice, which was completed in 1787, although the structure was not completed until September, 1790. It was called All Saints' Church and measured fifty-two feet in length by forty in width, the expense being met partly out of a fund contributed by the parish, but chiefly from a government allowance. The church had a bell presented by Mr. John MacMaster, a merchant in London, and was decorated with the royal coat of arms which the missionary had himself brought from Connecticut. Owing to the fact that most of the inhabitants of St. Andrews professed the Presbyterian faith, the number of communicants remained small, but frequent. Besides All Saints' Church, another memorial of the first rector is to be found in "Minister's Island," which had been granted under the name of Chamcook to Captain Samuel Osborn, but was sold by him to Mr. Andrews in March, 1791. Captain Osborn having removed to London, England, on this island overlooking St. Andrews, the rector built his house and passed the remainder of his life. Some years after purchasing Chamcook, the general clergyman gathered about him a little group of the most notable loyalists in St. Andrews in an organization known as "the Friendly Society." Its members held weekly meetings, at which they discussed questions of religion, morality, law, medicine, geography, and history, besides contributions of importance in newspapers and magazines. By an article of their constitution, they limited themselves to "spirits and water" as the only refreshments permitted in time of meeting. Their philanthropy was manifest in their purpose to exert their influence in suppressing immorality in the community which they were the leaders. It should be added that during the summer of 1800 three members of this society, namely, Dr. Caffey, Colonel Wier, and Henry B. Brown, together with Mr. Robert Pagan, rendered heroic service in combating an epidemic of smallpox that swept St. Andrews and vicinity. Of five hundred and more cases that developed, only three were lost. The society flourished during the lifetime of its founder, that is, for thirteen years, and then died.

Aside from the town plot of St. Andrews, the Old Settlers' Reserve at Soudic Falls, (now the town plot of St. Stephen), the Indian Reserve, (now Milltown), and a few scattered lots reserved for public use, six tracts of shore and river lots were granted to the Penobscot Associated Loyalists in 1784. These tracts extend from Cocoboc on the inner bay of Passamaquoddy to Sprague's Falls on the St. Croix, and include two ranges of lots on Millbrook Stream. They form the greater part of the water front of the present parishes of St. Patrick, St. Andrews, St. Croix, St. David, Dufferin, and St. Stephen, and extend over nearly half the length of Charlotte County. To this region, the associates formed their settlements, among which were Cocoboc, Dufferin, Moanses, St. Croix, and St. David. St. Croix was first settled along the water of the same name and the village of Oak Bay, all around which were settled the members of the Penobscot Loyalists. The village of Chamcook, which arose from the expansion of neighboring colonies, was of somewhat later origin. Another loyalist village, whose inhabitants came in large part from Penobscot, was St. George's Town. It was laid out

his family, Dr. Paine took possession of LaTete in the summer of 1784, within a twelve-months removed to St. John, New Brunswick, to educate his children and practice his profession. Nevertheless, the County of Charlotte elected him to the Assembly of New Brunswick in 1785, and he was appointed clerk of the House. He was also commissioned as a justice for the County of Sunbury, and held other offices during his residence there. In 1787, having secured the permission of the War Office, he returned to Massachusetts, at Salem where he spent six years, thence removing to Worcester to enjoy the privilege—unusual for one of his former attachments—of residing in the paternal mansion and being treated with respectful consideration by his fellow-townsmen. Here he lived out the remaining forty years of his life, with means ample to provide for every want. His status as a citizen of the United States, which he had forfeited early in the Revolution, was restored to him by special act in 1825. Samuel Bliss, of Greenfield, Massachusetts, one of the grantees of Dr. Paine's party, later secured the concession of the large island of Zebrugges, situated in L'Etang Harbor, still known as Bliss's Island, and of the small island near St. West of the lower Magaguadavic, the Royal Fencible Americans were for the most part settled. Although included among the loyalist corps, the Fencibles had been enlisted chiefly in Nova Scotia and Newfoundland. Such of their officers and men as secured grants at Passamaquoddy appear to have been in general disbanded in 1783. Captain Philip Bailey and fifty-eight others landed on November 10 of the same year at the mouth of the Magaguadavic, and perhaps Lieutenant Peter Clinch accompanied them, although he had visited the region in advance. Late in February, 1784, Lieutenant Clinch was granted seven hundred acres extending from the lower falls to the headwaters of L'Etang, and in the following month the others received their grant of more than 10,000 acres. That an additional number of the Fencibles came to Passamaquoddy is shown by the muster hold at L'Etang, or St. George's Town, on July 3, 1784, when there were present of the "late Royal Fencible American Regiment," one hundred and eight men, forty women, and fifty-three children, or a total of two hundred and one persons. The valley of the Magaguadavic contained rich meadow lands, abundant forests, and ample water powers; but these advantages made no appeal to most of the disbanded soldiers, who occupied themselves with hunting and fishing, and themselves over to the pleasures of the cap. Many soon left the country. The others improved their farms, and probably followed the life of the woodsman. The descendants of the latter were joined by new immigrants; the settlement was extended up the river, and lumbering operations were considerably increased. By 1803, the population of the Parish of St. George was four hundred and thirty-seven, of which only seventy-eight were men. There were already five mills in the parish, which were cutting annually 2,300,000 feet of boards. In addition, the settlers were raising good crops of various cereals, besides potatoes and flax.

East of St. George's Town, an association of Pennsylvania Quakers settled on the west shore of Beaver Harbor, where a town called Bellevue was laid out for them in 1783. The association was formed in 1783 in New York City, where its members had taken refuge. Joshua Knight of Abington, a suburb of Philadelphia, appears to have been the leader of the "society." Samuel Fairbank, John Rankin, and George Brown were sent out to select a place for settlement on the River St. John, but chose Beaver Harbor instead. Among the regulations adopted before the party sailed was one providing that "no slave be either bought or sold nor left by any person belonging to said society on any pretence whatsoever." The associates reached their destination sometime before October 12, 1783, and were granted one hundred and forty-nine lots of the nine hundred fifty constituting the town plot at Beaver Harbor. They renamed their settlement Penn's Field, since contracted into Penfield, and were evidently joined by other immigrants; for a contemporary writer estimated the population of the place at eight hundred. It is said to have contained about three hundred houses in 1786 but was devastated by fire in the following year. Doubtless, it was the fire which caused the removal of most of the inhabitants to Penfield Ridge, Mac's Bay, and other localities, and left those remaining behind in great poverty. Fortunately, two Quakers from Philadelphia visited the town in the late summer of 1787, and noting the distressed condition of the colonists, raised a subscription among the members of their sect on their return home, with which they purchased and shipped a supply of flour and Indian meal together with other necessities, to Beaver Harbor. According to certain brief but interesting records of the town, which are still extant, donations were also received from Friends in England, these donations being mentioned in the date of March 10, 1789. The records also tell us that in 1789, the society at Penfield decided to erect a small meeting house on ground allotted for the purpose. This intention was carried out in the summer of 1789. The loss in population suffered by the Parish of Penfield during this period is shown by the census of 1803, which reported but fifty-four inhabitants, principally Quakers, and in whom it was noted that they were excellent farmers living on a good tract of land in comfortable circumstances.

(Continued next week)
The historical memoir, of which above is the first instalment, was written by Prof. W. H. Siebert, of the Ohio State University, and is reprinted from the Historical Society, No. 9, 1914. The remainder will appear in subsequent issues of the BEACON.

News of the Sea

—London, Oct. 24.—The 4,200 ton British steamer Midland has been sunk. The Midland, 380 feet long and built in 1913, was owned in London. She was last reported a voyage from Newcastle, Australia, to Laa, Palma, Canaries. She sailed from Cape Town on September 17.

—London, Oct. 21.—The Norwegian steamer Gustav Wigeland has turned turtle on the coast near Berwick and was driven on the rocks. The crew was saved. The Gustav Wigeland was a vessel of 1,836 tons. She was last reported arriving in London from Archangel.

—London, Oct. 21.—Nelson's Anniversary was celebrated to-day on the streets of Trafalgar. News men in the streets displayed the colors, and the streets were thronged with the British flag, which had floated early in the Revolution, was restored to him by special act in 1825. Samuel Bliss, of Greenfield, Massachusetts, one of the grantees of Dr. Paine's party, later secured the concession of the large island of Zebrugges, situated in L'Etang Harbor, still known as Bliss's Island, and of the small island near St. West of the lower Magaguadavic, the Royal Fencible Americans were for the most part settled. Although included among the loyalist corps, the Fencibles had been enlisted chiefly in Nova Scotia and Newfoundland. Such of their officers and men as secured grants at Passamaquoddy appear to have been in general disbanded in 1783. Captain Philip Bailey and fifty-eight others landed on November 10 of the same year at the mouth of the Magaguadavic, and perhaps Lieutenant Peter Clinch accompanied them, although he had visited the region in advance. Late in February, 1784, Lieutenant Clinch was granted seven hundred acres extending from the lower falls to the headwaters of L'Etang, and in the following month the others received their grant of more than 10,000 acres. That an additional number of the Fencibles came to Passamaquoddy is shown by the muster hold at L'Etang, or St. George's Town, on July 3, 1784, when there were present of the "late Royal Fencible American Regiment," one hundred and eight men, forty women, and fifty-three children, or a total of two hundred and one persons. The valley of the Magaguadavic contained rich meadow lands, abundant forests, and ample water powers; but these advantages made no appeal to most of the disbanded soldiers, who occupied themselves with hunting and fishing, and themselves over to the pleasures of the cap. Many soon left the country. The others improved their farms, and probably followed the life of the woodsman. The descendants of the latter were joined by new immigrants; the settlement was extended up the river, and lumbering operations were considerably increased. By 1803, the population of the Parish of St. George was four hundred and thirty-seven, of which only seventy-eight were men. There were already five mills in the parish, which were cutting annually 2,300,000 feet of boards. In addition, the settlers were raising good crops of various cereals, besides potatoes and flax.

—Copenhagen, Oct. 20.—The crew of the Swedish steamship Nordmandia landed to-day at Frederiksberg, the most northerly seaport of Denmark. Their vessel was torpedoed and sunk by a German submarine.

—The Hague, Oct. 23.—The Dutch West India liner, homeward bound, was taken into Zebrugges yesterday by German torpedo boats. The Germans took off the chief cook, an Italian of military age, who signed at New York. The Vicherie was then allowed to proceed.

—Copenhagen, Oct. 20.—The crew of the Swedish steamship Nordmandia landed to-day at Frederiksberg, the most northerly seaport of Denmark. Their vessel was torpedoed and sunk by a German submarine.

—London, Oct. 22.—Lloyd's reports that the following Norwegian vessels have been sunk: Steamers Dido, 232; Fort III, and Fulvia, the latter with warning; the bark Cottica, the bark Godwin, and the Cock of the Walk, and several barges.

—London, Oct. 20.—Lloyd's reports that the following Norwegian vessels have been sunk: Steamers Dido, 232; Fort III, and Fulvia, the latter with warning; the bark Cottica, the bark Godwin, and the Cock of the Walk, and several barges.

—London, Oct. 20.—Lloyd's reports that the following Norwegian vessels have been sunk: Steamers Dido, 232; Fort III, and Fulvia, the latter with warning; the bark Cottica, the bark Godwin, and the Cock of the Walk, and several barges.

—London, Oct. 20.—Lloyd's reports that the following Norwegian vessels have been sunk: Steamers Dido, 232; Fort III, and Fulvia, the latter with warning; the bark Cottica, the bark Godwin, and the Cock of the Walk, and several barges.

—London, Oct. 20.—Lloyd's reports that the following Norwegian vessels have been sunk: Steamers Dido, 232; Fort III, and Fulvia, the latter with warning; the bark Cottica, the bark Godwin, and the Cock of the Walk, and several barges.

—London, Oct. 20.—Lloyd's reports that the following Norwegian vessels have been sunk: Steamers Dido, 232; Fort III, and Fulvia, the latter with warning; the bark Cottica, the bark Godwin, and the Cock of the Walk, and several barges.

—London, Oct. 20.—Lloyd's reports that the following Norwegian vessels have been sunk: Steamers Dido, 232; Fort III, and Fulvia, the latter with warning; the bark Cottica, the bark Godwin, and the Cock of the Walk, and several barges.

—London, Oct. 20.—Lloyd's reports that the following Norwegian vessels have been sunk: Steamers Dido, 232; Fort III, and Fulvia, the latter with warning; the bark Cottica, the bark Godwin, and the Cock of the Walk, and several barges.

—London, Oct. 20.—Lloyd's reports that the following Norwegian vessels have been sunk: Steamers Dido, 232; Fort III, and Fulvia, the latter with warning; the bark Cottica, the bark Godwin, and the Cock of the Walk, and several barges.

—London, Oct. 20.—Lloyd's reports that the following Norwegian vessels have been sunk: Steamers Dido, 232; Fort III, and Fulvia, the latter with warning; the bark Cottica, the bark Godwin, and the Cock of the Walk, and several barges.

—London, Oct. 20.—Lloyd's reports that the following Norwegian vessels have been sunk: Steamers Dido, 232; Fort III, and Fulvia, the latter with warning; the bark Cottica, the bark Godwin, and the Cock of the Walk, and several barges.

—London, Oct. 20.—Lloyd's reports that the following Norwegian vessels have been sunk: Steamers Dido, 232; Fort III, and Fulvia, the latter with warning; the bark Cottica, the bark Godwin, and the Cock of the Walk, and several barges.

—London, Oct. 20.—Lloyd's reports that the following Norwegian vessels have been sunk: Steamers Dido, 232; Fort III, and Fulvia, the latter with warning; the bark Cottica, the bark Godwin, and the Cock of the Walk, and several barges.

—London, Oct. 20.—Lloyd's reports that the following Norwegian vessels have been sunk: Steamers Dido, 232; Fort III, and Fulvia, the latter with warning; the bark Cottica, the bark Godwin, and the Cock of the Walk, and several barges.

—London, Oct. 20.—Lloyd's reports that the following Norwegian vessels have been sunk: Steamers Dido, 232; Fort III, and Fulvia, the latter with warning; the bark Cottica, the bark Godwin, and the Cock of the Walk, and several barges.

—London, Oct. 20.—Lloyd's reports that the following Norwegian vessels have been sunk: Steamers Dido, 232; Fort III, and Fulvia, the latter with warning; the bark Cottica, the bark Godwin, and the Cock of the Walk, and several barges.

—London, Oct. 20.—Lloyd's reports that the following Norwegian vessels have been sunk: Steamers Dido, 232; Fort III, and Fulvia, the latter with warning; the bark Cottica, the bark Godwin, and the Cock of the Walk, and several barges.

News in Brief

—London, Oct. 20.—H. R. H. the Duke of Connaught, the retired Governor General of Canada, has arrived in England, accompanied by the Duchess and Princess Patricia.

—London, Oct. 19.—The House of Commons this evening passed the second reading of the Rhodes' estate bill, which would exclude Germans henceforth from enjoying scholarships at Oxford University under the Cecil Rhodes trust fund.

—London, Oct. 24.—A dispatch to the Exchange Telegraph Company from Rome says that Prince Conrad Von Hohenlohe-Schillingsfurst, former military governor of Trieste and once premier of Austria, has been appointed to succeed the late Count Stuergh as prime minister.

—Tokio, Sept. 22.—The alleged murder of Rev. and Mrs. W. A. F. Campbell, the two Canadian Methodist missionaries who were slain at Kaituma on July 15, has made a complete confession of his crime, according to an announcement made by the police to-day. The accused is a Japanese, Hitomi Kawakami by name.

—Ottawa, Oct. 20.—It is officially announced, through the chief press censor's office, that the following troops have arrived safely in England: The 18th Saskatchewan Battalion; half 16th Torkent Battalion; the 85th, 138th, 139th and 219th Nova Scotia Battalions. Drafts despatched to the Corps. Total number of troops—Officers 276; men 5,629.

—The case of Private George Wilson, V.C., of the Royal Scots, who the other day resumed his old occupation of selling papers in High-street, Edinburgh, has been taken up by the Edinburgh magistrates. He is still in feeble health, and the magistrates are arranging to send him away to a farm colony for some months to recuperate. They will afterwards arrange to obtain for him occupation of the land in the corporation.—The Times, London.

—Mr. Halkett, delivering judgement at Westminster in the case dealing with the collision between the Canadian Pacific boat *Mattawa* and the smack *Irene*, off Dunegness, on March 13, said they found the master of the *Mattawa*, Mr. J. E. B. Henry, in default; but, in view of his valuable war services, and the difficulties of navigation, they refrained from dealing with his certificate, and severely censured him.—The Times, London.

—Santo Domingo, Oct. 24.—In an engagement between the steamer *Albatros* and rebel forces to-day General Ramon Batista was killed. Several Americans are also reported killed, including two officers, and one American officer, Lieut. Morrison was wounded.

—The American commander attempted to arrest General Batista, who resisted, and ordered an attack on the American forces. Fighting continued for a considerable time, but the rebels eventually were defeated.

—Boston, Oct. 23.—The Grenfell mission schooner *George B. Cluett*, which left here on June 19, 1915, with an expedition for the relief of Donald B. MacMillan, Arctic explorer, arrived yesterday from Lunenburg, N. S., bringing a passenger and rebel forces to-day General Ramon Batista was killed. Several Americans are also reported killed, including two officers, and one American officer, Lieut. Morrison was wounded.

—The American commander attempted to arrest General Batista, who resisted, and ordered an attack on the American forces. Fighting continued for a considerable time, but the rebels eventually were defeated.

—Boston, Oct. 23.—The Grenfell mission schooner *George B. Cluett*, which left here on June 19, 1915, with an expedition for the relief of Donald B. MacMillan, Arctic explorer, arrived yesterday from Lunenburg, N. S., bringing a passenger and rebel forces to-day General Ramon Batista was killed. Several Americans are also reported killed, including two officers, and one American officer, Lieut. Morrison was wounded.

—The American commander attempted to arrest General Batista, who resisted, and ordered an attack on the American forces. Fighting continued for a considerable time, but the rebels eventually were defeated.

—Boston, Oct. 23.—The Grenfell mission schooner *George B. Cluett*, which left here on June 19, 1915, with an expedition for the relief of Donald B. MacMillan, Arctic explorer, arrived yesterday from Lunenburg, N. S., bringing a passenger and rebel forces to-day General Ramon Batista was killed. Several Americans are also reported killed, including two officers, and one American officer, Lieut. Morrison was wounded.

—The American commander attempted to arrest General Batista, who resisted, and ordered an attack on the American forces. Fighting continued for a considerable time, but the rebels eventually were defeated.

—Boston, Oct. 23.—The Grenfell mission schooner *George B. Cluett*, which left here on June 19, 1915, with an expedition for the relief of Donald B. MacMillan, Arctic explorer, arrived yesterday from Lunenburg, N. S., bringing a passenger and rebel forces to-day General Ramon Batista was killed. Several Americans are also reported killed, including two officers, and one American officer, Lieut. Morrison was wounded.

—The American commander attempted to arrest General Batista, who resisted, and ordered an attack on the American forces. Fighting continued for a considerable time, but the rebels eventually were defeated.

—Boston, Oct. 23.—The Grenfell mission schooner *George B. Cluett*, which left here on June 19, 1915, with an expedition for the relief of Donald B. MacMillan, Arctic explorer, arrived yesterday from Lunenburg, N. S., bringing a passenger and rebel forces to-day General Ramon Batista was killed. Several Americans are also reported killed, including two officers, and one American officer, Lieut. Morrison was wounded.

—The American commander attempted to arrest General Batista, who resisted, and ordered an attack on the American forces. Fighting continued for a considerable time, but the rebels eventually were defeated.

—Boston, Oct. 23.—The Grenfell mission schooner *George B. Cluett*, which left here on June 19, 1915, with an expedition for the relief of Donald B. MacMillan, Arctic explorer, arrived yesterday from Lunenburg, N. S., bringing a passenger and rebel forces to-day General Ramon Batista was killed. Several Americans are also reported killed, including two officers, and one American officer, Lieut. Morrison was wounded.

—The American commander attempted to arrest General Batista, who resisted, and ordered an attack on the American forces. Fighting continued for a considerable time, but the rebels eventually were defeated.

—Boston, Oct. 23.—The Grenfell mission schooner *George B. Cluett*, which left here on June 19, 1915, with an expedition for the relief of Donald B. MacMillan, Arctic explorer, arrived yesterday from Lunenburg, N. S., bringing a passenger and rebel forces to-day General Ramon Batista was killed. Several Americans are also reported killed, including two officers, and one American officer, Lieut. Morrison was wounded.

—The American commander attempted to arrest General Batista, who resisted, and ordered an attack on the American forces. Fighting continued for a considerable time, but the rebels eventually were defeated.

—Boston, Oct. 23.—The Grenfell mission schooner *George B. Cluett*, which left here on June 19, 1915, with an expedition for the relief of Donald B. MacMillan, Arctic explorer, arrived yesterday from Lunenburg, N. S., bringing a passenger and rebel forces to-day General Ramon Batista was killed. Several Americans are also reported killed, including two officers, and one American officer, Lieut. Morrison was wounded.

For Automobiles For Motor Boats For Lighting For Telephones For Alarms
"Black Cat" AND "Columbia" BATTERIES
STAND FOR HIGHEST EFFICIENCY
You'll make no mistake in selecting either of these Batteries which, for High Power and Long, Satisfactory Service, have stood the test of time, and are ruling favorites wherever Batteries are used.
W. H. THORNE & CO., LTD.
HARDWARE, ST. JOHN, N. B.

KENNEDY'S HOTEL
St. Andrews, N. B.
A. KENNEDY & SON, PROPRIETORS
Beautifully Situated on Water Front. Near Trains and Steamboats.
All Rooms Steam Heated and supplied with Hot and Cold Running Water.
RATES—\$2.00 to \$2.50 per day. Special rates by the week.

THE ROYAL HOTEL
ST. JOHN, N. B.
THE RAYMOND & DOHERTY CO., LTD.
200 Rooms, 75 with Private Bath. Elevator and All Modern Conveniences. Rate, American Plan, \$3.50 a Day. Room and Private Bath \$1.00 Extra.
H. A. DOHERTY & T. K. RAYMOND, MANAGERS

Young Men Who See These New Fall Clothes
Are sure to want to buy. Never have you seen more handsome styles. They are different yet dignified, plain but rich, conservative but distinctive. They are sure to please you when you see them, and they are so tailored that when you have worn them your opinion of them will be strengthened still more.
You May Not Want to Buy Now, but You Certainly Should See Them Now
STINSON & HANSON
HANSON BLOCK ST. ANDREWS, N. B.

AS THE EVENINGS GROW LONGER THE LAMP QUESTION IS IMPORTANT
We have Hall Lamps, Hanging Lamps, and Table Lamps at ALL PRICES
We have also a complete stock of Dinner Sets, with many open stock patterns where you can buy just what you need, and match up when you break a piece. Everything in the way of Fancy China. Give us a call and look over our stock.
Mail orders promptly attended to.
R. D. ROSS & CO.
ST. STEPHEN, N. B. NEAR POST OFFICE

SHINGLES
We are all surrounded with SHINGLES. We want to sell.
HALEY & SON
SHINGLES
"Have you any better beans?" "Yes," "I want some better butter beans than the butter beans I got last." "Those butter beans—" "Were better beans," she concluded. And the grocer had a giddy spell.—Louisville Courier-Journal.
Minard's Liniment for sale everywhere.

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-

MANAN S. S. COMPANY
Manan leaves Grand Manan
7.30 a.m. for St. John, return-